

25X1A

ORIG:

Approved For Release

2002/10/16 : CIA-RDP69B00404R000100240002-7

UNIT:

9 NOV 67

EXT:

OXCART

DATE:

[Redacted]

CLASSIFIED MESSAGE

TOP SECRET

ROUTING

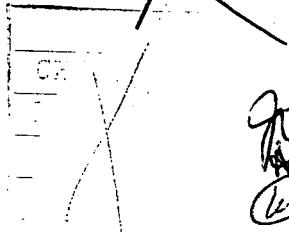
1 C/O/OSA	9 CC/C/OSA
2 OXC/O/OSA	10 WEA/O/OSA
3 D/O/OSA	11 RB/OSA
4 D/SA	12
5 D/M/OSA	13
6 ISD/R&D/OSA	14
7 IS/OSA	15
8 COMPT/OSA	16
DEFERRED	PRIORITY
ROUTINE	OPERATIONAL IMMEDIATE

25X1A

TO :

ROUTING

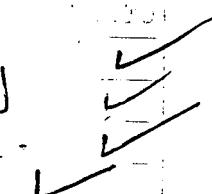
FROM:



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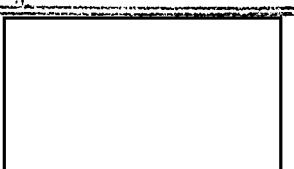
wrap up

CITE

25X1A

PRIORITY

INFO:



OXCART BLACK SHIELD OPS

25X1A

FROM COL SHELTON

25X1A

25X1A

REF A:



B:

C:

SUBJECT IS CRITIQUE ITEMS - OPERATIONAL MISSION BX6732

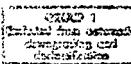
1. REF PARA 1, REF B:

A. PER THE [Redacted] FINAL FLIGHT PLAN, 25X1A

CAMERA TURN-ON POINT WAS PROGRAMMED 37 NM PRIOR TO ROLL-IN
OF TURN.B. AS VERIFIED BY SC&DM LINE NUMBER 721, ACFT WAS STILL
IN CLIMB PASSING THRU FL 73.0 AT THE PROGRAMMED LEVEL-OFF
POINT. SC&DM FURTHER VERIFIES PER LINE NUMBER 725 THAT THE
ACFT WAS STILL IN CLIMB PASSING THRU FL 76.1 AT THE PROGRAMMED
COORDINATING OFFICERS

RELEASING OFFICER

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ROUTING

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9	DEFERRED	PRIORITY	INITIALS
10	ROUTINE	OPERATIONAL	IMMEDIATE

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CITE

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CAMERA TURN-ON POINT.

C. REALIZE ROUTE BRIEFING WAS FOR PILOT TO CONTINUE UP TRACK WITH THE TANKER TO "DTG 410 TO POSITION 9," HOWEVER, BY STARTING CLIMB 55 MILES UPSTREAM FROM END A/R POINT, APPARENTLY LEVEL-OFF POINT AND SUBSEQUENT CHECKLIST ITEMS ARE DELAYED.

2. REF PARA 2, REF B:

A. INFORMATION HERE INDICATES THAT TURNING Q BAY CONTROL "OFF" (AS WAS INADVERTENTLY DONE) HAS NO EFFECT ON DATA CHAMBER CORRELATION SINCE THIS MERELY TAKES SYSTEM OUT OF THE "WARM-UP" MODE. NO CAMERA OPERATION INVOLVED PER SE. FYI, REGARDLESS OF POSITION OF Q BAY CONTROL, THE DATA CHAMBER CLOCK STARTS OPERATING WITH INS TURN ON TO NAV MODE BEFORE START ENGINES CHECKLIST (APPROX 15 MINUTES PRIOR TO TAKEOFF).

CAMERA REPS CONCUR IN

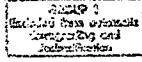
25X1A

PRECEDING COMMENTS.

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B. PROJ HQ SC&DM DATA WAS ORIGINALLY USED TO VERIFY
 CAMERA TURN-ON POINT FOR THIS MISSION. INCREASED SCAN RATE
 OCCURS ON LINE NUMBER 760 OF SC&DM AT 21-28N; 103-58E. THESE
 COORDINATES IN AGREEMENT WITH FIRST PHOTO ON THIS FLIGHT
 LINE AS VERIFIED BY NPIC ANALYSIS.

3. REF PARAS 3A AND 3C, REF B:

A. THE COMPUTER FLIGHT PLAN USED FOR MISSION EXECUTION
 IS BASED ON PUBLISHED PERFORMANCE DATA CONTAINED IN THE A-12
 UTILITY FLIGHT MANUAL AND MUST CONTINUE TO BE USED AS OUR
 PLANNING BASE UNTIL CHANGED BY SUBSEQUENT FLIGHT TEST DATA
 AND REPUBLISHED BY LAC. PROJ HQ AGREES THAT DUE TO TEMPERA-
 TURES, CLIMB AND DESCENT RANGES MAY NOT BE ACCURATE AS
 PORTRAYED IN THE FLIGHT PLAN. ARE YOUR COMMENTS IN THESE
 PARAGRAPHS PROPOSING/RECOMMENDING CHANGES TO THE EXISTING
 A/R PROFILE (FIG 3, CHAP III, OF TAC DOCTRINE)?

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SACF 1
Revised from previous
Classification and
Declassification

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CITE

4. REF PARA 3B OF REF B:

FUEL DECISION POINT ABEAM HAINAN ISLAND WAS INTRODUCED AS DECISION POINT TO BE USED AS NECESSARY TO ARRIVE KADENA WITH 10,000 LBS. PROJ HQ DESIRES THAT IT CONTINUE TO BE USED IN THIS MANNER.

5. REF PARA 4 OF REF B:

NOTED. MAKES GOOD SENSE TO TAKE ADVANTAGE OF BETTER *TO START C C* CLIMB PERFORMANCE AND GET HOME WITH MORE FUEL PROVIDED MISSION REQUIREMENTS NOT JEOPARDIZED.

6. FYI, PROJ HQ CONVENES A FORMAL CRITIQUE THREE DAYS AFTER EACH OPERATIONAL MISSION IS FLOWN. DURING HQ CRITIQUE, APPROPRIATE STAFF MEMBERS RECAP ALL ASPECTS OF THE MISSION. THIS ACCOMPLISHED WITH DATA AVAILABLE; I.E., SC&DM, PILOT BRIEF/ DEBRIEF TAPES, [REDACTED], FILM, RCM REPORTS, ETC.

25X1

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GROUP 1
Excluded from automatic
downgrading and
declassification

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ROUTING

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PRIORITY ROUTINE	DEFERRED	PRIORITY	INITIALS
		ROUTINE	OPERATIONAL IMMEDIATE

TO :
FROM:
CC/P:
INFO :

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A. UNDERLYING PURPOSE OF THIS FORMAL REVIEW IS
IMPROVED OPERATION AND PRODUCT IMPROVEMENT.

B. IF NOT ALREADY BEING DONE, REQUEST SIMILAR FORMAL
MISSION CRITIQUE/REVIEW BE ACCOMPLISHED AT KADENA.

END OF MESSAGE

SSD/R&D LSR
D/M JL
Commo MJ

OKE PLANS R.D.K

25X1A

25X1A

WILLIAM E. SHELTON
D/O/OSA
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CLASSIFIED BY USA

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